

CHANGE IN THE PRICE

INDIANAPOLIS DAILY PAPERS.

In consequence of the rapid advance in all the materials that enter into the composition of a newspaper, we are, as a necessity, compelled to increase the price. We believe this adjustment will not take our readers by surprise. Therefore, in connection with our contemporary, the Daily Journal, we shall, on and after MONDAY, March 25, charge as follows:

DAILY, one penny per copy..... 10 00
 " six months..... 4 50
 " three months..... 2 50
 " one month..... 1 00
 Carriers and agents will supply subscribers at 50 cents per week.

RAILROADS.

ATLANTIC AND GREAT WESTERN

1864. 1864.

NEW BROAD GAUGE

Passenger, Freight, Mail, Express and Through Route.

Connecting at Salamanca, N. Y., with the Erie Railroad, forms a continuous Six Feet Track from New York to Akron or Cleveland.

On and after Monday, May 16th, 1864, Through Passenger and Freight Trains will run regularly between CLEVELAND and NEW YORK.

NEW AND IMPORTANT PASSENGER ROUTE.

FARE AS LOW AS BY ANY OTHER ROUTE.

BAGGAGE CHECKED THROUGH.

Passengers by this line have choice of five different routes between New York and Boston.

THROUGH TICKETS

Can be obtained at any of the offices of the Erie Railway, and all Ticket Offices of Connecting Lines West or South-west, also at the Central Ticket Office under the West-dell House, Cleveland, O.

Ask for Tickets via the Atlantic and Great Western and Erie Railroads.

Passenger Trains stop at Meadville thirty minutes, giving passengers ample time to dine at the "McHENRY HOUSE."

The best Hotel in the country.

New and Expeditious Freight Line—ALL RAIL.

No transshipment of freight between New York and Akron or Cleveland.

Merchants in the West and Southwest will find to their advantage to order their goods to be forwarded via the Erie and Atlantic & Great Western Railroads, thus saving trouble and expense.

Special attention will be given to the speedy transportation of Freight of all kinds, East or West.

The Engines, Cars and other equipments of this Company are entirely new, and of the most improved modern style.

The only direct route to the wonderful OIL REGIONS OF PENNSYLVANIA.

Via Meadville or Cery.

From Lewisburg, the Mahoning Branch runs to Youngstown and Coal Mine.

This Road is being extended, and will soon be in complete running order to Gallon, Urbana, Dayton and Cincinnati, without break of cars.

J. F. BROWN, General Freight Agent.

T. B. BROWN, General Ticket Agent.

Meadville, Pa., Nov. 10, 1863.

SUMMER ARRANGEMENT

ON AND AFTER MONDAY, MAY 16th, TRAINS

will run as follows:

Morning Express..... 5:15 A. M.
 Night Express..... 7:15 P. M.

Arrive at Indianapolis.

Morning Express..... 9:30 A. M.
 Night Express..... 5:00 P. M.

Arrive at Indianapolis.

If by Cincinnati time—12 minutes faster than Indianapolis time.

If by the same as by any other route, and the best lines in the country.

For tickets via Indianapolis and Cincinnati Railroad.

Special Notice.—The new track into Cincinnati is complete, and passengers by this line are now able to take the "New Pearl Street Depot" near the Burnet House, about one mile nearer the business center of the city than any other Depot.

ROBERT MEER, Superintendent.

W. H. L. NOLAN, General Ticket Agent.

A. S. BURT, Traveling Agent.

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Indianapolis and Madison

RAILROAD.

1864. 1864.

New Arrangement to Commence Monday, May 16, 1864.

Two passenger trains daily (Sundays excepted) between Indianapolis and Madison.

Leave the Union Depot at Indianapolis at 6:00 A. M. and 2 P. M., arriving at Madison at 10:50 A. M. and 7:50 P. M.

Leave the Depot at Madison at 6 A. M. and 2:40 P. M., arriving at Indianapolis at 11 A. M. and 7:40 P. M.

Trains leave Columbus for Nashville at 1 P. M., arriving at 5:10 P. M. Returning leave Nashville at 7 A. M., arriving at Columbus at 11:30 A. M.

This Road forms a line with the Cincinnati and Indianapolis and points West.

Shippers and merchants West will find it to their interest to ship by this line.

For freight rates as low as by any other route.

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